

Public Ledger

DAILY EXCEPT SUNDAY.
THOMAS A. DAVIS,
EDITOR AND OWNER.

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SUBSCRIPTIONS IN ADVANCE.
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Six Months \$1.00
Three Months .50
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WE'RE FOR AMERICA & AMERICANS!



REPUBLICAN TICKET.
Election Tuesday, November 24.

Clerk Court of Appeals.
Hon. JAMES G. BAILEY
of Magellan.
Circuit Judge.
WILLIAM G. DEARING
of Fleming.
Commonwealth's Attorney.
EDWARD DACH
of Bracken.
Representative.
JOHN Y. RICH
of Boone.
Circuit Clerk.
HARLEY C. SHARP.
County Judge.
MORRIS C. HUTCHINS.
County Clerk.
WILLIAM D. COCHRAN.
County Attorney.
GEORGE W. ADAIR.
Sheriff.
R. H. OWENS.
Assessor.
E. O. BULLOCK.
Superintendent of Schools.
MISS MARY P. CHAMBERS.
Jailer.
JOHN JOHNSON.
Coroner.
O. E. COLLINS.

FOR JUSTICE OF THE PEACE.
First District—William N. Howe.

KENTUCKY REPUBLICAN PLATFORM.

Adopted at Louisville, Aug. 10th, 1897.

Resolved, by the Republican party in Convention assembled—

First—That we reaffirm the principles of the Republican party as set forth in the platform adopted by it at St. Louis in 1896.

Second—That we indorse the Republican National and State Administrations, and especially commend the action of our present State officials in their efforts to suppress mob violence and to preserve the financial credit of the State.

Third—We commend the action of the representatives of the Republican party in the passage of a Tariff Bill which will raise revenue sufficient to support the Government, prevent the issue of interest-bearing bonds, protect American labor and maintain the National credit.

Fourth—We are opposed to a system of Civil Service that builds up an official class with practically a life tenure in almost all branches of the public service, and we demand that the Civil Service Law be modified so as to limit the terms of service to four years, with the privilege of reappointment or promotion, subject to such restrictions as will secure competent officials and give to every section of the country its proper proportion of them.

Fifth—We heartily sympathize with the struggling people of Cuba in their efforts to secure liberty and independence.

Sixth—That we recommend to the people the adoption of the Constitutional Amendment submitted by the last Legislature, allowing all cities and towns the privilege of regulating under legislative supervision the method of ferrying the taxes they impose on themselves for city and town expenses.

Seventh—We favor the passage of a law that will protect the laborers of Kentucky from the competition of convict labor, and if necessary to accomplish said purpose, the method of the Constitution permitting such legislation.

Anchor Flour is good. M. C. R.

Teeth extracted without pain. Dr. J. W. Cartmell, over Harry Taylor's. Phone 60.

Janeau Yukon get Soda Water as sold as Klondike at Chewzeth's Drugstore?

Resumed business at the old stand. The popular Mayville resort, the Electric Park, will have its curtain up at 8 p. m. tonight. New acts, new songs and plenty of new features. It's a great show for the money. You treble the amount for others there are which are not half so good, charging big prices. Go out tonight and hear the people in bright and clever vaudeville. The time spent will be profitable because it will bring you rest and fun.



Attractions at the Park

THIS WEEK
THE DRAGONS.....The Stars.
SEEKER & WILKES.....FELICE, and others.
Lewis L. Baldock.....Musical Director.
Law Seeker.....Stage Manager.
WILLIAM H. FREMONT.....Manager.

In a Few Days

The Boys Will Again Be Off to School.....

They will need Clothing, Underwear, &c.

We want to supply them. We are in condition to do you good, not only in price, but quality and style will count. We need not tell you that we sell satisfactory merchandise. Everybody within a hundred miles of here knows it; but we do want to say to you that for this season's trade we are better fixed than ever, and that means a great deal.

There is Nothing New Out But What You Will Find in Our House.

Good dressers know our house is headquarters for the proper things. Prosperity is coming. We want every man, boy and child to dress well; hence, we want every one to come to us for their fall outfits.

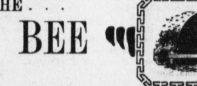
HECHINGER & CO.

THE LEADERS IN GOOD CLOTHING.

Due notice will be given in our papers when our

SHOES

Will arrive. If possible, wait for them. Like our Clothing, it will be a great line of Shoes.



THE BEE HIVE.

40 PIECES NET TOP LACE!

White and Butter Color, from 6 to 12 inches wide, these are fully worth 25c. a yard.

CHOICE THIS WEEK ONLY 10c. YARD.

36-INCH SILKALINES!

Elegant new styles for Draperies and Comforts, 10c. a yard.

SCOTCH THISTLE!

Finest Linen Note Paper, 19c. for a full pound.

Stationers get 40c. for this quality.

20 PIECES DRESS GOODS!

Strictly all wool, Plaids and Novelties, 42 inches wide, all were 50c. a yard, choice this week 29c. a yard.

We are showing this week first shipment new Fall Dress Goods, our own importation.

Rosenau Bros.



HERE AND THERE

If you have friends visiting you, or if you are getting a way on a visit, please drop us a note to that effect.

Misses Rosa and Belle Watson have returned from Glen Springs.

Miss Rieta Squires will leave this week for a visit at Cleveland, O.

Mr. Charles Hancock of Cincinnati is visiting relatives in the city.

Miss Jessie Peed will leave in a few days on a visit at Tacomashville, Ga.

Mr. George Adamson of Nashville, Tenn., is in the city visiting relatives.

Miss Anna Frank has returned home from a visit to relatives at Owingville.

Rev. John Barbour of Birmingham, Ala., is visiting his brother, Mr. J. Y. Barbour.

Mrs. Amelia Benzel and daughter, Edna, are home from a visit to relatives at Cincinnati.

Mrs. John Bridges and son of Portsmouth are visiting Mrs. Amanda Bridges of West Second street.

Miss Marie Dodd, who has been the guest of Miss Hadlie Cochran, has returned to her home at Louisville.

Miss Edna Mills, the handsome and talented daughter of Mr. John A. Mills of Flemington, burg, after a lengthy visit to Mr. and Mrs. Lud M. Mills of East Third street, returned home yesterday afternoon.

Fire Insurance—John C. Everett.

If you want the very best Flour, try M. C. R.

The first Opens of the season at Roper's New Opera.

For pure Paris Green and Blue Virriol call at Ray's Postoffice Drugstore.

Highest market price paid for Wheat and Rye at the Old Gold Flour Mills.

Mrs. Sallie Royce died at the home of her son near Carlisle Saturday, aged 93.

Mrs. Robert A. Cochran of West Second street has been on the sick list for a few days.

A Postoffice has been established at Thor, Lewis county, with William T. Cooper Postmaster.

Miss Rieta Squires leaves this week for Cleveland, O., to attend Fall and Winter Millinery Openings.

Mr. Robert L. Dixon and Miss Fannie Blanton, both of Flemington, were married at the M. E. Church, South, in this city yesterday by the Rev. J. S. Sims.

We make a specialty of exchanging Flour for Wheat at the Old Gold Mills.

The Mayville merchant who is reputed to have made \$7,000 on a wheat deal informs THE LEDGER that he would like to see the money. He never had a dollar invested in wheat.

Go out to the Park tonight and hear Edwin H. Deagon and wife sing "Till Be Our Honeymoon." It has caught on in this city, it is a beautiful composition, and can be heard only at the Park. You want to get it yourself.

You will find P. J. Murphy's stock of Gold Watches and Diamonds larger than elsewhere, his prices are always lower, quality is unsurpassed. With these three advantages you do yourself an injustice if you fail to see his stock before buying.

MAYSVILLE WEATHER.

What We May Expect For the Next Twenty-four Hours.

THE LEDGER'S WEATHER SIGNALS.

White streamer—FAIR;
Blue—RAIN or SNOW;
With black above—WILL WARM
grow.
If black's beneath—COLDEN'T
will be.
Unless black's shown—no change
we'll see.

☞ The forecasts are made for a period of thirty-six hours, ending at 8 o'clock tomorrow evening.

Old Sam Clay Bourbon at Roper's New Era.

The youngest daughter of Mrs. Charles Sherman, while playing in a buggy near the corner of Second and Limestone streets, fell from the vehicle and struck her head against the curb, causing concussion of the brain.

Special—Mason Fruit Jars.

1 Pint, per dozen.....35 cents

1 Quart, per dozen.....40 cents

2 Quarts, per dozen.....60 cents

Call at R. B. LOVELL.

ADVERTISED LETTERS.

Those Who Have Mistaken in the Magazine Postoffice.

Below is a list of letters remaining un-called for at the Mayville Postoffice for the week ending August 24th, 1897:

Adams, John C. Hall, Walker C.

Push, Albert Jones, Miss Josie

Menton, Miss Beulah Kirk, W. J.

Daywood, S. H. Shure, Lecture Mus-

Campbell, L. L. Vance, W. A.

Doyle and Carpenter, Von Felt, Miss David

Karshaus, V. L. White, Charlie

Gibbs, Mrs. Sue A. Wright, Mrs. Sue

☞ One cent due on each of above.

Persons calling for these letters will please say that they are advertised.

THOS. J. CUNNINGHAM, Postmaster.

TRAGIC DEATH.

Veteran Citizen of Lewis County Meets With a Fatal Accident.

The tragic death of the Rev. Thomas Hawthorne occurred near his home, Pleasant Ridge, a few miles Southwest of Vanceburg, Sunday afternoon about 4 o'clock.

A hog had been getting into the old gentleman's grape vineyard and he went out to the place on a hillside to nail on a paling.

While at this his foot slipped and by some strange inadvertence he fell, his neck catching between two palings.

There he was found by a member of his family hanging and strangled to death at 5 o'clock p. m.

Rev. Hawthorne was one of the oldest citizens of Lewis county. He was born on Salt Lick Creek, four miles South of Vanceburg, seventy-nine years ago.

DIED LAST NIGHT.

Mr. James J. Shackelford Passes Away After a Long Illness.

James J. Shackelford was born at Maylick December 10th, 1848, and died at his home, No. 311 Market street, at 10:30 last evening, in his 49th year.

Deceased had long been connected with the business interest of this city, being President of the Mayville Carriage Company at the time of his death.

For several years his health had been failing, and his death was not unexpected.

Mr. Shackelford had been thrice married, his last wife surviving.

He leaves also a son and daughter by former marriage. Mr. Fred Shackelford of St. Louis and Miss Ellen Shackelford residing at Carr's, Lewis county.

The funeral will occur at the residence at 11 o'clock tomorrow morning, with services by the Rev. D. D. Chapin of the Church of the Nativity.

The burial will be private, and will be at the Mayville Cemetery.

Don't bolt your food, it irritates your stomach, Chooses digestible food and chew it. Indigestion is a dangerous sickness. Proper care prevents it. Shaker Digestive Cordial cures it. That is the long and short of indigestion. Now, the question is: Have you got indigestion? Yes, if you have pain or discomfort after eating, headache, dizziness, nausea, offensive breath, heartburn, languor, weakness, fever, jaundice, flatulence, loss of appetite, irritability, constipation, etc. Yes, you have indigestion. To cure it, take Shaker Digestive Cordial. The medicinal herbs and plants of which Shaker Digestive Cordial is composed, help to digest the food in your stomach; help to strengthen your stomach. When your stomach is strong, care will keep it so. Shaker Digestive Cordial is for sale by druggists, price 10 cents to \$1 per bottle.

Eyesight

Is of such great value that one ought to take more than ordinary precautions to guard against every possible trouble.

If you have even a remote suspicion that there is any trouble with your eyes it will be for your own best interests to have your vision tested and trouble, if any, removed.

Very simple troubles may develop serious results if not properly treated.

Ordinary failing eyesight receives our most careful attention, both as to glasses and frames.

It's just as important to have the right frame as the right glass, and from our large stock we can give you the correct thing in either Gold, Silver or Steel.

We make no charge for examinations, and if yours is a case requiring the services of an oculist we will frankly tell you so.

BALLENGER, Jeweler.

South Side Second Street.

All popular brands of Flour for sale by M. C. Russell & Son.

The Misses Young will reopen their School for Young Ladies and Children at their residence on Limestone street the first Monday in September.

Will Marry Today.

Two Prominent Young People of Mayville Will Wed at Cincinnati.

The marriage of Mr. Walter R. Cady and Miss Lida Williams took place this morning in the parlors of the Grand Hotel, Cincinnati.

The young couple, accompanied by Miss Maggie Rudy and Mr. Millard Williams, left here on the C. and O. train No. 1, going thence to the above named hotel, where the ceremony was solemnized by the Rev. J. A. Lord, Pastor of the First Christian Church of Cincinnati.

Mr. Cady is one of Mayville's most exemplary young men long identified with the business of the city, and popular in all his relations, while his bride, daughter of the late B. F. Williams, is a handsome and accomplished young lady.

Mr. and Mrs. Cady will on Friday return to this city and take up their residence at the St. Charles Hotel.

The LEDGER joins the large circle of friends of the young people in wishing them a long and happy journey through life.

A Remarkable Cure of Chronic Diarrhoea.

In 1862, when I served my country as a private in Company A, 167th Pennsylvania Volunteers I contracted chronic diarrhoea. It has given me a great deal of trouble ever since. I have tried a dozen different medicines and several prominent doctors without any permanent relief. Not long ago a friend sent me a sample bottle of Chamberlain's Colic, Cholera and Diarrhoea Remedy, and after that I bought and took a 50 cent bottle; and now I can say that I am entirely cured. I cannot be thankful enough to you for this great Remedy, and recommend it to all suffering veterans. If in doubt write me. Yours gratefully, Henry Steinberger, Allentown, Pa. Sold by J. Jas. Wood, Druggist.

Hayswood Seminary.

The next term of this deservedly popular institution will open the first Monday in September with a full corps of teachers. For information with regard to terms, etc., apply to the Principal, August 1st.

JOHN S. HAYS.

FOR

Women and Children!

THURSDAY'S SPECIAL.

Plain White Hemstitched Handkerchiefs, such as you have willingly paid 10 cents for, nice, shrew quality, regulation size, 3c. each, less than half value. Bring a 10 cent handkerchief for comparison. Comparison means increased business for us.

FOR ALL WEEK'S SELLING.

INITIAL HANDKERCHIEFS.

Fine Swiss Cambric, neatly hemstitched, 5c. Hope nobody will buy dozens of them. The good fortune should be widely shared.

SCALLOPED HANDKERCHIEFS.

Beautifully embroidered in a number of styles, 12c. Usual 25 cent value.

HEMSTITCHED EDGES.

A large number of dainty styles, with exquisite hand embroidery. Pure Linen. 22c. Usual 50 cent value. For all week's selling.

Money's Saved When Spent at Hunt's

D. HUNT & SON.

Harlan Vinton died Monday at Millersburg, aged 35.

Carpenter Bros. of Millersburg sold their first premium gelding Prince to J. F. Hughes of Lexington, who will show him with a mate at Kansas City and St. Louis.

It is always gratifying to receive testimonials for Chamberlain's Colic, Cholera and Diarrhoea Remedy, and when the indorsement is from a physician it is especially so. "There is no more satisfactory or effective remedy than Chamberlain's Colic, Cholera and Diarrhoea Remedy," writes Dr. R. E. Robey, physician and pharmacist, of Olney, Mo.; and as he has used the Remedy in his own family and sold it in his drug store for six years, he should certainly know. For sale by J. Jas. Wood, Druggist.

\$100—Reward—\$100.

The reader of this paper will be pleased to learn that there is at least one dreaded disease that science has been able to cure in all its stages, and that is Catarrh. Hall's Catarrh Remedy is the only positive cure known to the medical fraternity. Catarrh being a constitutional disease, requires a constitutional treatment. Hall's Catarrh Remedy is taken internally, acting directly on the blood and mucous formation of the disease, and giving the patient strength by building up the constitution and assisting nature in doing its work. The proprietors have so much faith in its curative powers that they offer One Hundred Dollars for any case that it fails to cure. Send for list of testimonials. Address, F. J. CHENEY & Co., Toledo, O.

Sold by druggists, 75 cents.

MISSIE'S and CHILDREN'S

Chocolate

HIGH SHOES.

J. HENRY PECOR.

7 Cents.

CASH FOR

Kanawha COAL.

Delivered to any part of city.

Phone 69. WILLIAM DAVIS.

BOONE'S "BLACK DIAMOND,"

miles in circumference, which may be done by said railroad company either in whole or in part occupying the located line of the Knoxville Junction, Terminal and Belt Line Railway Company in Knoxville and laid out to encircle the city of Knoxville and the incorporated towns of North Knoxville and West Knoxville, or to have said Belt Line constructed, in whole or in part, under the charter of the Knoxville Junction, Terminal and Belt Line Railway Company. One-half of said sum, or five hundred thousand (\$500,000), to be due and deliverable to a Board of Trustees for the sole use and benefit of said railway company to provide a fund from which can be drawn moneys needed to defray and pay any deficiency in the interest charges of the securities of said road and the bonds of those roads it will of necessity be compelled to indorse to enable said road to absolutely control the entire line; provided, however, that said road, either by itself or other lines of railroad, the securities it will guarantee or indorse, shall first have in operation, under its absolute control, a line of standard gauge railway, of a maximum grade of sixty-six (66) feet to the mile, and not less than in excess of eight (8) degrees, except as to curvature through cities, towns and villages from the tracks of the Louisville and Nashville Railroad Company, or near Jellico, Tenn., thence to the Creek Gap, Tenn., and Knoxville, Tenn., to Tidewater, either at Charleston, S. C., or Port Royal, S. C., or Savannah, Ga., a distance of about five hundred (500) miles; also to include one track of standard gauge railway to encircle the city of Knoxville, and incorporated towns of North Knoxville and West Knoxville, with a Belt Line of not less than thirty (30) miles in circumference, which may be done by said railway company either occupying in whole or in part the located line of the Knoxville Junction, Terminal and Belt Line Railway Company in Knoxville, laid out to encircle the city of Knoxville and the incorporated towns of North Knoxville and West Knoxville, or to have said Belt Line constructed, in whole or in part, under the charter of the Knoxville Junction, Terminal and Belt Line Railway Company.

Resolved 3. That said contract shall provide that the shops of all lines, including the main line and its connections North of Babson Gap, shall be permanently located upon the Belt Line of the Knoxville Junction, Terminal and Belt Line Railway Company, as now located, and in case of failure so to do, or the dismantling of same when once established, shall work a forfeiture of the contract to be jointly executed by and between Knox County, Tennessee, and the Ohio River, Knoxville and Tidewater Railway Company, and provided further, that every step that is taken by the Ohio River, Knoxville and Tidewater Railway Company to insure the maintaining of rates on coal and other freights to points in Knox county, on said main line and its connections, and on the Belt Line of the Knoxville Junction, Terminal and Belt Line Railway Company, as outlined in the proposition of said The Ohio River, Knoxville and Tidewater Railway Company now on file and part of the record at the County Court of Knox county.

Resolved 4. That the contract of subscription between Knox county, Tennessee, and the said The Ohio River, Knoxville and Tidewater Railway Company, shall also provide that in no event shall said railroad pass into the hands of the Southern Railway Company or any assignee or transferee thereof, and that if it ever should, that then and in that event the county of Knox shall have the right to recover from the said Southern Railway Company, or its assignee or transferee, the value of any and all bonds so issued to the said The Ohio River, Knoxville and Tidewater Railway Company, through her County Court, and the Ohio River, Knoxville and Tidewater Railway Company, shall be sold on terms, conditions and limitations as provided in said agreement, and the moneys so realized shall be deposited with such bank in Knoxville, Tenn., as will furnish good and valid bonds and security therefor, to be approved by the Judge of the County Court, and thereafter filed with said official, and all moneys so realized shall draw not less than 4 per cent. per annum interest, payable semi-annually, to be covered into the general trust fund, and thereby, in case of forfeiture, protect the county of Knox and secure the fund, with interest, whereby to redeem the bonds sold as aforesaid.

Resolved 5. That the contract to be jointly executed, as hereinbefore provided, by and between the Ohio River, Knoxville and Tidewater Railway Company and the county of Knox, whereby to carry into effect the above, shall be supervised and drawn by at least three lawyers, learned in their profession, and this meeting hereby recommends and suggests to the contracting parties the names of Messrs. T. S. Webb, James Conant and J. C. Williams, whereby the public may be assured in advance that their interests will be protected.

Resolved 7. That the Chairman of this meeting, H. H. Taylor, be and he is hereby requested to present and file, or cause to be presented and filed, the resolutions with the County Court of Knox

county, upon its assembling on May 11th prox., with the request that said Court submit the proposition herein made to the qualified voters of Knox county, for their approval or rejection.

"THE MARBLE CITY."

Pleasant Recollections of a Recent Visit to Knoxville.

FEW PURELY PERSONAL POINTS

The visitor to Knoxville is struck by the beauty of its surroundings. From the center of the Great Valley of East Tennessee there spread out on all sides undulating and fertile lands, while the encircling mountains protect from the cold winds of the North and the hot winds of the South.

It has been said that of all the earth there is but a small strip that is fitted for the home of man, — the climate of the extreme North being too rigorous and that of the extreme South too hot.

Knoxville is happily situated in the very center of the temperate belt, and it is little wonder that her people are contented and prosperous.

Nor is it surprising that of those men make the large proportion are natives of other states who have linked their destinies with the people of this favored region.

It is the exception rather than the rule to meet upon the streets or in the business houses natives of the city or even of the state, and while there are many to the "manner born," the great multitude have come from other sections of the Union.

The man from New England lives with the South Carolinian and the Alabamian, while the Kentuckian joins hands with the native of Ohio in pushing forward the great industries and enterprises which are being fostered in this thrifty, beautiful and progressive Metropolis of East Tennessee.

A recent visit of the writer gave some lasting impressions as to what might be accomplished by a united business community, in strong contrast with those of a community made up of petty antagonisms, such as unfortunately exist in Knoxville.

It was his pleasure to face an audience representing \$10,000,000 of the capital of Knoxville and Knox county, united and enthusiastic in securing a railway enterprise which shall open up to that country the markets of the great North and South, that they may have sale for their marble, their coal, their iron, their slate, receiving in exchange the rich products of the sections surrounding them.

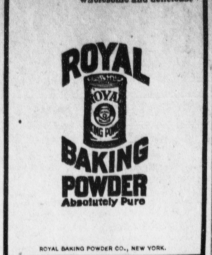
To the intended resident the people of Knoxville extend a hearty welcome and most substantial encouragement; to the visitor, a greeting which is the very embodiment of hospitality; and personal references may be pardoned in this connection if the writer says that on the occasion of a recent visit he was entertained in a manner befitting a Prince.

For most considerate attention he is under lasting obligations to General J. C. Williams, the foremost lawyer of East Tennessee; Colonel John Bane, Secretary of the Black Diamond Railway System; Hon. M. L. Ross, President of the Chamber of Commerce; Colonel J. P. McMillen, Vice-President of the Southern Monument Co.; Colonel Thomas L. Williams, Colonel Wilson, the Hon. Peter Kern, Mr. B. B. Dow, Major J. B. Harrison, Mr. C. R. McCormick and other leading citizens.

In charge of Mr. Bane, Colonel Williams and Colonel McMillen, he was taken on a drive to the principal points of interest throughout the city and in the surrounding country, visiting among other places the University of Tennessee, one of the oldest as well as one of the finest educational institutions in the South; Fort Saunders, a reminder of the Civil War; the Knoxville Woolen Mill, the largest in the Union; the extensive steam mills of the Tennessee Producers' Marble Company, thence to the inexhaustible quarries of the company where the celebrated McMullen gray marble is gotten out. This quarry has furnished the material for one Government Building, besides hundreds of private ones, and scarcely an impression has been made upon it. A depth of 130 feet has been reached, and no one knows how much farther the mass extends downward, and the brow of the hill is now being worked with seemingly no limit to the extent of the solid block, for one solid block it is.

This is but one of the twenty six quarries that are now in operation in Knox county, and it is no exaggeration to say that there is enough marble in that county

Royal makes the food pure, wholesome and delicious.



alone to furnish the world for generations to come.

From the quarries the drive to the city was through "Old Knoxville," passing the residence of the famous Parson Brownlow, whose widow still occupies the house, thence past the Old Capitol, a quaint frame building which was the seat of the State Government up to 1811.

Subsequent visits were made to the Southern Monument Works, where Colonel J. P. McMillen kindly presented a number of handsome souvenirs of the varieties of marble produced by that establishment; to the National Cemetery where repose the remains of 3,196 Federal soldiers who either fell in defense of the city or died there during the War, and to Lake Park, a beautiful resort some four miles from the city.

Among other establishments visited was that of the Hon. Peter Kern. A brief sketch of the founder of this enterprise will serve to show the possibilities that spread out before the young man in this country of ours.

Peter Kern was a poor German lad residing in Georgia at the outbreak of the War, and catching the enthusiasm of his surroundings he enlisted in the Confederate Army. A member of Stonewall Jackson's command in Virginia, he was wounded in one of the battles in that section and was returned to Georgia to recover from his injuries. After getting able to rejoin his Regiment he started to Richmond, but when he reached Knoxville the "Yankees" were marching upon that place, and he was advised to remain there to avoid capture. He was shoe maker by trade, and shortly after his arrival in Knoxville he formed an alliance with a fellow-German who was a baker, and the two conceived the idea of starting a small shop, which was to supply the soldiers with cakes, pies and bread. After securing a house, his partner used the basement and a rude oven constructed in the yard for bakery purposes, while Mr. Kern conducted the saleroom upstairs on the first and only floor. From this small beginning the business grew, until some years ago his partner retired with a competency, leaving Mr. Kern sole owner of an establishment which today ranks as one of the largest in that line in the entire South.

The daily output of his bakery is from 4,000 to 5,000 loaves of bread, and on Saturday from 6,000 to 7,000. These he furnishes to customers in four states, Kentucky, North Carolina, Georgia and Virginia, besides having a large local trade. In addition to his bread business he enjoys the largest retail trade in cakes, candy, &c., in the city. Mr. Kern has been Mayor of Knoxville and is foremost in every movement looking to the welfare of his adopted home. It is a fair type of the men who have united to make Knoxville what it is destined to be — the greatest city in the South.

THE RESOURCES

And Liabilities of the National Banks of the Country.

The Showing is a Very Gratifying One to the Treasury Officials.

Individual Deposits Show an Increase—Lawful Money Reserve on Hand July 23, 1897, Shows an Increase Over July 14, 1896, of \$60,000,000.

WASHINGTON, Aug. 25.—The treasury department Tuesday published a comparative statement of the resources and liabilities of all the national banks in the country on July 23, compared with a corresponding statement for the last year with the last call made this year. The showing is a very gratifying one to the treasury officials and the figures indicate a gradual strengthening of business, especially in the amount of deposits. The statement is as follows:

Individual	Liabilities	Money	Discounts
July 23, 1897	\$1,068,000,000	\$184,000,000	\$1,850,000,000
July 23, 1896	\$1,728,000,000	\$100,000,000	\$1,800,000,000
July 23, 1897	\$1,700,000,000	\$100,000,000	\$1,800,000,000

The item of individual deposits on July 23, 1897, shows an increase of \$102,000,000 over July 14, 1896, and an increase of \$24,000,000 over May 14, 1897; lawful money reserve, representing each actually on hand in bank on July 23, 1897, shows an increase of \$14,180,000 over July 14, 1896, of \$90,000,000, and an increase over May 14, 1897, of about \$3,000,000; loans and discounts on July 23, 1897, show an increase over July 14, 1896, of about \$50,000,000 and an increase over May 14, 1897, of about \$43,000,000.

The Department Secretary Long on board, arrived at Bar Harbor Tuesday where the North Atlantic squadron is at present. The secretary may review some evolutions of the fleet before it sails for Hampton Roads.

The Marblehead has arrived at Sydney, Cape Breton Island. The Marblehead will cruise in the vicinity until the arrival of the American mackerel fleet.

WASHINGTON, Aug. 25.—The agricultural department is preparing to make an experiment with a new forage plant, which is thought to be adapted to the semi-arid regions of the west. It is Bromus inermis, a grass which is indigenous to the Russian steppes. An expedition of 100 men, with a large plant has been wired to Moscow in response to a telegram from Prof. Hansol, the department's agent, that he would visit the country in the fall.

The grass is said to thrive in lands which are too dry for ordinary forage plants. It is a tall, nutritious plant, 14 to 15 inches tall, will prove to be adapted to the plains region along the bases of the Rocky Mountains.

Prof. Hansol, through whom this has been placed, is a resident of Denver. He is making a general investigation of the grass and other forage vegetation of Siberia for the department, with the view of securing the best adapted to the soil and climate of the plains region, and this order is the first fruit of his labor. He will make a very complete investigation, which may result in the introduction of many new plants which it is hoped can be grown on the elevated plateaus.

FAIR DATES.

When This Year's "Agricultural Horse-Show" Will Be Held Through-out Kentucky.

The Showing is a Very Gratifying One to the Treasury Officials.

Individual Deposits Show an Increase—Lawful Money Reserve on Hand July 23, 1897, Shows an Increase Over July 14, 1896, of \$60,000,000.

WASHINGTON, Aug. 25.—The treasury department Tuesday published a comparative statement of the resources and liabilities of all the national banks in the country on July 23, compared with a corresponding statement for the last year with the last call made this year. The showing is a very gratifying one to the treasury officials and the figures indicate a gradual strengthening of business, especially in the amount of deposits. The statement is as follows:

Individual	Liabilities	Money	Discounts
July 23, 1897	\$1,068,000,000	\$184,000,000	\$1,850,000,000
July 23, 1896	\$1,728,000,000	\$100,000,000	\$1,800,000,000
July 23, 1897	\$1,700,000,000	\$100,000,000	\$1,800,000,000

The item of individual deposits on July 23, 1897, shows an increase of \$102,000,000 over July 14, 1896, and an increase of \$24,000,000 over May 14, 1897; lawful money reserve, representing each actually on hand in bank on July 23, 1897, shows an increase of \$14,180,000 over July 14, 1896, of \$90,000,000, and an increase over May 14, 1897, of about \$3,000,000; loans and discounts on July 23, 1897, show an increase over July 14, 1896, of about \$50,000,000 and an increase over May 14, 1897, of about \$43,000,000.

The Department Secretary Long on board, arrived at Bar Harbor Tuesday where the North Atlantic squadron is at present. The secretary may review some evolutions of the fleet before it sails for Hampton Roads.

The Marblehead has arrived at Sydney, Cape Breton Island. The Marblehead will cruise in the vicinity until the arrival of the American mackerel fleet.

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On about the 1st of September the Railroad will sell round-trip tickets to Nashville as follows: April 25 to October 15th \$15; April 25 to October 15th \$15; April 25 to October 15th \$15.

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THE PUBLIC LEDGER.

No. 10 E. Third Street.

Below are dates for coming Kentucky Fairs. Secretaries are requested to supply any omissions:

Shelbyville, August 24th—Four days.

Shepherdsville, August 24th—Four days.

Madisonville, August 25th—Four days.

Bardonia, August 31st—Five days.

Terminantown, September 1st—Four days.

Barbourville, September 1st—Three days.

Paducah, September 7th—Four days.

Horse Cave, September 7th—Four days.

Bowling Green, September 8th—Four days.

Eminence, September 8th—Four days.

Ewing, September 8th—Four days.

Clinton, September 8th—Four days.

Harford, September 8th—Three days.

Morganfield, October 5th—Five days.

JOHN W. PORTER. J. H. COMMINGS.

PORTER & CUMMINGS.

FUNERAL DIRECTORS.

17 East Second Street, MATSVILLE, KY.

CHEAP RATES ON THE RAILROADS.

Nashville, Tenn., and Return \$5

On account of the Tennessee Centennial and International Exposition, Nashville, Tenn., from July 1 to October 15, the C. & O. will sell round-trip tickets to Nashville as follows: 7-day tickets \$15; 15-day tickets \$25; 30-day tickets \$40; 60-day tickets \$60; 90-day tickets \$75; 120-day tickets \$90; 180-day tickets \$120; 240-day tickets \$150; 360-day tickets \$200; 480-day tickets \$250; 720-day tickets \$350; 1080-day tickets \$500; 1440-day tickets \$700; 2160-day tickets \$1050; 2880-day tickets \$1400; 3600-day tickets \$1750; 4320-day tickets \$2100; 5040-day tickets \$2450; 5760-day tickets \$2800; 6480-day tickets \$3150; 7200-day tickets \$3500; 7920-day tickets \$3850; 8640-day tickets \$4200; 9360-day tickets \$4550; 10080-day tickets \$4900; 10800-day tickets \$5250; 11520-day tickets \$5600; 12240-day tickets \$5950; 12960-day tickets \$6300; 13680-day tickets \$6650; 14400-day tickets \$7000; 15120-day tickets \$7350; 15840-day tickets \$7700; 16560-day tickets \$8050; 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DEED OF BLOOD.

Brutal Murder of Two Wealthy Ladies of Berlin.

An Austrian Shoemaker, Who Fled to America, the Murderer.

The Best Part of Three Million Dollars Taken—The Dead Bodies of the Two Ladies Found in Their Residence—His Arrest is a Foregone Conclusion.

BERLIN, Aug. 25.—The brutal murder of Mrs. Augusta Schultz and her daughter Clara is the sensation of the hour in this city. Goetz, the Austrian shoemaker, charged with the crime, has been traced to a trans-Atlantic steamer, and his arrest on the arrival of the vessel in New York is a foregone conclusion. Goetz took passage on the 17th, going via England. The double murder was committed in the heart of the fashionable part of the city, the two ladies having lived for years at No. 10, Kochstrasse, close to the new station of the Potsdam-Anhalt railroad.

Mrs. Schultz and her daughter inherited an immense fortune upon the death of Mrs. Schultz's husband, who had been the owner of extensive plantations in Paris, and was several times a millionaire. The women were reputed to be extremely miserly, and for fear of losing their money and investments, hoarded their wealth in their home.

Goetz knew this and deliberately planned the murder and robbery of the eccentric women. In some manner he got into the good graces of the husband and he further gained their favor by leading the baseliest the ladies' dwelling and paying a high rental therefor. Both Mrs. Schultz and her daughter avoided social intercourse with their neighbors, so that the fiendish purpose of the shoemaker was made easy.

Neither mother or daughter had been seen by the neighbors since the beginning of the month, and the presumption is that the murder was committed about the end of July. For nearly three weeks after the disappearance of the women, Goetz continued to live in the basement.

The inquiry of the neighbors as to the whereabouts of the women was met with the reply that they had taken a trip to Italy. Then the shoemaker disappeared and the neighbors became suspicious. The police were notified and they broke into the house. They found the place in disorder. Bureau drawers and their contents, and the contents of trunks were scattered about and everything of value stolen.

In the basement two plain wooden boxes were found which contained the remains of Mrs. Schultz and her daughter. The bodies had been beaten to a pulp, probably with a shoemaker's hammer. The bodies had been thrown into the boxes with difficulty, and were bruised and mutilated. Sand had been put over the remains, evidently with the intent to bury them.

The wealth of the woman is estimated at \$3,000,000, and it is thought the murderer secured a large portion of this amount in cash.

Goetz is described as a small, slight man, with dark hair and piercing eyes. He is about 35 years of age.

TUESDAY'S GAMES.

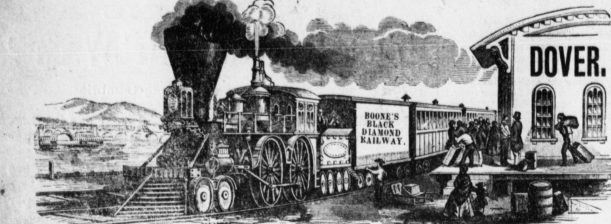
The Winners Were: Baltimore, Philadelphia 6 Games, Cincinnati 5, St. Louis 4.

First Game: Baltimore, 12 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31 32 33 34 35 36 37 38 39 40 41 42 43 44 45 46 47 48 49 50 51 52 53 54 55 56 57 58 59 60 61 62 63 64 65 66 67 68 69 70 71 72 73 74 75 76 77 78 79 80 81 82 83 84 85 86 87 88 89 90 91 92 93 94 95 96 97 98 99 100 101 102 103 104 105 106 107 108 109 110 111 112 113 114 115 116 117 118 119 120 121 122 123 124 125 126 127 128 129 130 131 132 133 134 135 136 137 138 139 140 141 142 143 144 145 146 147 148 149 150 151 152 153 154 155 156 157 158 159 160 161 162 163 164 165 166 167 168 169 170 171 172 173 174 175 176 177 178 179 180 181 182 183 184 185 186 187 188 189 190 191 192 193 194 195 196 197 198 199 200 201 202 203 204 205 206 207 208 209 210 211 212 213 214 215 216 217 218 219 220 221 222 223 224 225 226 227 228 229 230 231 232 233 234 235 236 237 238 239 240 241 242 243 244 245 246 247 248 249 250 251 252 253 254 255 256 257 258 259 260 261 262 263 264 265 266 267 268 269 270 271 272 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BOONE'S "BLACK DIAMOND!"

Ringing Resolutions, Indorsing Colonel Boone, Passed By a Mass Meeting at Knoxville Last Thursday.

OTHER IMPORTANT BLACK DIAMOND RAILWAY MATTERS.



The Boone Policy For the Operation of the Black Diamond System of Railways.

First—No through passenger trains to be run over any corporation comprising the Black Diamond System of Railways unless the line is double tracked. This will naturally force all the roads North of Jellico, Tenn., to be made double track—Jellico to the Sea, 500 miles, to be constructed from the start double track. Why? Because a single track road will never be able to handle the traffic.

Second—To encourage people to reside along the line of the Black Diamond Highways of Commerce, passenger rates for local residents to be fixed not to exceed the following fares: One way, two cents per mile; round trip, LIMITED, GOOD FOR ONLY ONE WEEK, one and a half cents per mile; for the outside public the rates shall not exceed three cents per mile.

Third—An excursion train to be run over the same route the local passenger train carries at least once a month, upon which the fare will be one cent per mile. Upon all legal holidays and during the week between Christmas and New Years trains to be operated with rates not to exceed one and a third cent per mile.

Fourth—All local freight rates in the "Southland" to be not in excess of two thirds of what like service was charged for on April 30, 1905, by the Southern Railway Company on its line in Tennessee between Bristol and Chattanooga. In the "Northland," (North of the Ohio river), the local freight rates shall not be in excess of five-sixths of what like service was charged for July 1st, 1907, by the Pennsylvania Company, using the tariff sheet of the line between Madison and Indianapolis, Ind., for Indiana and Illinois, and for Ohio using the tariff sheet between Columbus, O., and Pittsburgh, Pa.

Fifth—Through tariff rates on the "Southland" lines of the Black Diamond shall not be in excess of one and two thirds of what the rate is between Chicago and Ohio river points. Through tariff rates on the "Northland" lines for a like distance shall not be in excess of the tariff rates in vogue between Chicago and Ohio river points.

Sixth—The coal rates for Blount and Monroe counties, Tenn., from the mines of Southeastern Kentucky and East Tennessee and for all points South of Knoxville county, Tenn., shall not be in excess of the rate to Knoxville, plus twenty five cents per ton. (Rate to Knoxville has been fixed by contract at sixty-five cents per ton for domestic coals and forty-five cents per ton for coals used for steam and testing purposes.)

Seventh—The coal rates to all points in North Carolina shall not be in excess of the rate from the mines to Knoxville, plus fifty cents per ton.

Eighth—The coal rates to all points South of the North Carolina state line shall not be in excess of the coal rates from the mines to Knoxville, plus eighty-five cents per ton.

Ninth—To encourage the maintaining of manufacturing establishments along the Black Diamond Highways it shall be the pledged policy of each of the Black Diamond lines to subscribe as a bonus a sum equal to not less than one-tenth of the actual cost of any plant erected, outside of cost of real estate, the bonus so subscribed to be paid by the railway company by permitting the freight bills of such plant so erected and operated to be credited with an amount equal to not less than one-fifth of its freight bills, covered only by the corporation so subscribing, until the bonus is paid.

Tenth—No tickets to be on sale outside of the railway offices of the Black Diamond lines.

The ten articles of good faith that will be inaugurated by the Black Diamond corporations, and to insure the carrying out of same will be incorporated in every right of way taken, shall be adopted by each Board of Directors and ratified by the stockholders before the mortgage is made. It will make every line of the Black Diamond Highways a paying investment to capitalists. Why? Because it insures constant use of its tracks to handle the great traffic in store for it. It will be a system of railroads that will not only give its best service to the people living along its lines, but work solely for their welfare and advancement in the commercial world.

Trusting I have made plain the future policy of the several Black Diamond corporations, whereby the entire section will be served by handling its freight and passenger traffic, and that such a policy will insure to make the people more contented and prosperous, I am, with respect,

Alfred Boone

The Projector of the Black Diamond Railway System

ZANESVILLE, O., August 14th, 1907.

Note to the Editor—For the guidance of the public in coming to a conclusion as to the ability of the Black Diamond Roads to maintain the above passenger rates, we will state that the New York Central adopted as its maximum a two-cent rate, which has been in vogue for many years. This two-cent-per-mile rate, with low commutation rates for local travel, considerably less than one cent per mile, has resulted in making the New York Central the richest and best local road in the United States. It runs from New York City via Albany to Buffalo, a distance of 400 miles. Preserve this paper, carefully digesting its contents occasionally, and watch for results.

THE GREAT SOUTHLAND MEANS BUSINESS.

Leaving Mayville at 1:30 p. m. via the Kentucky Central on Wednesday last, lying over at Paris until 10:25 that night, thence taking a through sleeper via Livingston, the writer reached Knoxville, Tenn., at 7:45 Thursday morning.

It was his first visit to that city; and of all previous stories of its beauty, location, of its magnificent environments, of the extent of its industries and enterprises, of the thrift of its citizens, and of that warm-hearted greeting to the stranger within their gates which has made "Southernness" a synonym for hospitality,—all of these, it can be said with perfect truth that the half had not been told.

Knoxville occupies the center of the

Great Valley of East Tennessee, surrounded by mountains of untold mineral wealth, while fertile valleys spread out on every hand, yielding abundance to the husbandman, and to spare.

With pastoral scenery unsurpassed by any in the world, the Great Valley is an inspiration to the tourist and an invocation to the home-seeker who loves Nature.

Encircled by such environments the people of Knoxville are to be congratulated, and only those who have not seen for themselves will doubt the possibilities of that wonderful section.

Already Knoxville has assumed the rank of Metropolis; and there is probably nowhere else in the South a community

of 45,000 people so thoroughly united in the work of building up a city and its industries.

They are not content with the largest woollen mill in the Union; they want others.

They are not content in the knowledge that they have iron and coal inexhaustible; they want to send it out among the fortunate communities.

They are not selfish because God has favored them with a climate unequalled for pleasantness and a soil unsurpassed for productiveness; they are making an effort to induce others to share these blessings.

They are not satisfied because they have enough of one kind of marble to build the world's houses for a thousand years to come, enough of several other kinds to furnish the wainscoting, mantle and ornamental trimmings, together with slate sufficient to roof all these buildings; they are united in an effort to secure cheap transportation for these products to the markets of the great North, the East, the West and to the Southern Sea, board, thence by the Panama Canal and across Nicaragua to the uttermost ends of the earth.

To accomplish this the citizens of Knoxville and Knox county some three or four years ago called in Colonel Albert E. Boone of Zanesville, O., whose fame as a Railway Pathfinder and Promoter had reached them, and after due time it was agreed that the old Charleston and Cincinnati Railway should be revived under the name of the Black Diamond System.

The former road was projected by the Hon. John C. Calhoun in 1836, and but for the panic of 1837 it would have been pushed to completion then. As it was \$400,000 was subscribed toward it and \$217,000 expended on work, of which sum the then infant city of Knoxville paid \$12,000.

In the revival of this long dormant enterprise Colonel Boone was given carte blanche, as it were; and how faithfully he executed his trust, and how well satisfied the people were with his work, was shown by the almost unanimous vote by which the citizens of Knox county and the citizens of Knoxville subscribed \$500,000 each,—\$1,000,000 in all,—to aid in building the Black Diamond Railway. The county put up \$20,000, the city \$30,000 and private citizens \$5,000, making \$45,000 in all, which was used as a "Promotion Fund,"—that is, to secure the rights of way, pay for the surveys, maps, profiles, write-up of the territory through which the road runs, and such other information as capitalists require before they put their money into the bonds of a railway enterprise.

This work has been completed, and to the entire satisfaction of those who have borne the expense. Indeed, the contracts have been "signed, sealed and delivered" for the building of that part of the System in Knox county, and Colonel Boone has two years from January 1st, 1907, in which to begin the work of construction.

Meantime Colonel Boone is looking for advantageous connections to the North, Northeast and Northwest, and is now engaged in interesting the people of Kentucky in a line already chartered as the Dover, Kentucky and South Atlantic Railway, which goes via Germanstown, Mt. Olivet, Cynthiana, Lexington, Nicholasville and Lancaster to Stanford, there to intersect the main line of the Black

Diamond extending to the Ohio River and by way of New Albany to Indianapolis, Ind., and Springfield, Ill.

Crossing the Ohio River at Dover, the road will extend upward to Ripley, thence via Aberdeen to West Union, and on through Columbus to Lake Erie.

Touching Aberdeen, this link of the System will be of great value to Mayville, and that without the expenditure of a cent on her part. Isn't it about time, therefore, for our citizens to cease "nagging" at Colonel Boone and throwing cold water on his enterprise when he offers to give them a nearby railway without cost to them?

The movements of Colonel Boone in this section have given rise to reports that the people of Tennessee had dropped his enterprise; and to refute these statements it is only necessary to reproduce the resolutions adopted at a mass meeting of the citizens of Knoxville, held at their Courthouse on Thursday evening, August 10th, and presided over by Hon. M. L. Ross, President of the Chamber of Commerce and head of one of the largest wholesale grocery firms in the South, while Colonel John Bane, Secretary of the Black Diamond Railway, was Secretary.

The meeting was addressed at length by General J. C. Williams, the ablest lawyer in East Tennessee, who has from the start been one of the most ardent advocates of Colonel Boone and his enterprise. General Williams had just returned from Kentucky, Ohio and Indiana, and his remarks were addressed to the citizens of Knoxville and those Southward, to let them know what interest was being taken in the road by the people North of them.

Short speeches were made by Colonel W. L. Ledgerwood, Judge J. M. King, E. D. Davis, Esq., and Major J. B. Harrison of Knoxville, followed by Mr. Thomas A. Davis of this city, after which the Committee on Resolutions, composed of Hon. Peter Kern, J. P. McMullen, Samuel B. Dow, C. A. Ebel and Rudolph Knapp, presented the following, which were unanimously adopted:

RESOLUTIONS.
Preamble and resolutions presented to the citizens of Knoxville at the public hall of the Courthouse, Thursday evening, August 10th, 1907:

The citizens of Knoxville in mass convention assembled desire to emphasize, by no uncertain tone, their faith in the ultimate construction of the Black Diamond Railway System, whereby the Ohio river and the country to the North will be hooked by hands of steel to the South of Ohio. When we consider the inestimable commercial blessings, as well as closer social relations that inevitably must follow, we congratulate ourselves upon the brilliant prospects now more than sixty years deferred. Before railroad construction was our fathers began the agitation and promotion of this line, and from that day forward it has been the dream of our people that the enterprise would fructify and become a reality. We do not hesitate to affirm that the building of the Black Diamond Railway from the South Atlantic by way of Knoxville to the Ohio river and thence to the three capitals of the three great States of Ohio, Indiana and Illinois, there to be in touch with the railways that point in every direction, not only ramifying the lake country but that country lying to the Westward, is the most gigantic project of modern times—fall of real consequences to the people along its lines, and stamps the originator as the greatest commercial pathfinder of the age.

With the early completion of the waterway across Panama, the commerce of the world will revolutionize and find a new way to the East by coming South and West, and thus a new market will open up for the products of field and mine and shop to lighten demand, increase price and encourage production. It requires no dreamer to anticipate the commercial and industrial developments that must come to this immediate section and thereby bring new life, new hopes and higher aspirations to gladden the hearts of our home people. Already the South is attracting the attention of both capital and labor above any section of the Union, and we invite those who will, to come and dwell with us to the end that we may continue to be law-abiding and God fearing, and thus hand in hand go forward in the great work of utilizing those means which Nature has so bountifully bestowed.

What Knoxville most needs is closer commercial relations with those living beyond the mountains; the privilege to buy and sell in markets now shut to her enterprise merchants, tradesmen and manufacturers; and above all emancipation from unjust discrimination which limits her trade and dwarfs her energies.

We believe that the construction of the Black Diamond System will prove a panacea for her ills and bring to her doors an increased population, and that commercial and industrial activity which she richly deserves. In view of the foregoing, be it resolved,

That we recall the convention held in our city April 30, 1905, and likewise the mass meeting of April 30th, 1906,

and we hereby reaffirm with emphasis the resolutions adopted in said meetings.

Second—We further pledge ourselves loyally and faithfully, and without reserve, to stand by the same till the last spike is driven, and to hold the rail. **THIRD**—We have entire confidence and trust in the honesty, integrity and good faith of Colonel Albert E. Boone the promoter of the Black Diamond System, and believe that he has the ability and high purpose to carry forward his great project to completion.

Fourth—We send greeting to our brethren North and South of us in their patriotic efforts to build said road, and beg to assure them that in Colonel Boone they have a leader worthy of the great cause.

Fifth—From this day forward, insofar as lies in our power, we will leave nothing undone to promote said railway, and never give up the fight until victory comes to bless our beloved section and our common cause.

Mr. J. B. Harrison, an enterprising South Carolinian who has made his home in Knoxville, read the following telegram showing how his native state is interested in the Black Diamond cause:

ANDERSON, S. C., August 15th.

Hon. Martin L. Ross, President: Notice of railroad meeting received too late for delegation from Anderson. Anderson will stand by Knoxville in the great enterprise as far as he is able. The road could be built. Colonel Boone has demonstrated its necessity as well as practicability, and he has the faith that will remove the Blue Ridge Mountains if the people will stand by him. His indomitable energy in this enterprise deserves the crown of success and should inspire faith in every one to work with a will in the building of a road that means untold millions of wealth to the South.

G. F. TOLLY, Mayor.

J. M. SELLIVAN.

President Board of Trade.

J. L. TRIMBLE.

It is longer tenable to doubt the capacity and the integrity of Colonel Boone when citizens of Knoxville, representing the business and the wealth of the entire community, reaffirm their confidence in him and their purpose to stand by him till the last spike is driven in the Black Diamond System?

If he were a "dreamer" doesn't it look like these business men would have found it out during the four or five years that he has been engaged by them in promoting this enterprise?

Mayville threw away her opportunity to secure the crossing of the Black Diamond at this point.

Smaller places, with less wealth but with more enterprise, grasped the chance, and depend upon it, if they will do as Colonel Boone asks he will perform every promise he makes.

T. A. D.

PREVIOUS ACTION.

Resolutions Formerly Passed at Knoxville.

(To a full understanding of the meaning of the foregoing resolutions of the citizens of Knoxville and Knox county in regard to Colonel Boone and his Black Diamond System, THE LEADER reproduces the resolutions passed in 1895 and 1896, and which were reaffirmed by the mass meeting at Knoxville August 10th, 1897, report of which appears above.)

EDITOR.

UNANIMOUSLY ADOPTED. That Grand Railway Convention by the Delegates From the States of Kentucky, Tennessee, North Carolina, South Carolina and Georgia, assembled at Knoxville, Tenn., April 30, 1895.

The resolutions were presented by General J. C. Williams of Knoxville, Tenn., and were as follows:

"Whereas, There is without question a necessity and a demand for a line of railway extending from the coalfields of Kentucky and Tennessee to Tidewater, whereas, this has been so clearly recognized for the past fifty years that various efforts have been made to construct such a railway, lines have been located and much work has been done towards construction, whereas, the reasons for failure in each case, heretofore, have been exceptional and in no way implied any change in the conditions demanding the road; whereas, these reasons being now stronger than ever, from the fact that the mineral and other resources of the various states through which the road should pass have been developed, and have been found to be richer than ever anticipated, an unlimited market for coal and timber awaits the construction of this road at Tidewater; and whereas, the number of enterprises that would absorb capital with an assurance of absolute certainty and profit are more limited than heretofore; therefore,

"Resolved, That the time has come to build this road, the conditions being more favorable than ever before.

"Resolved, That this convention, having heard the plan proposed by Colonel Albert E. Boone, cordially indorse the same, believing that the proposed line is reasonable and that such promise secure.

"Resolved, That having investigated the

recent of Colonel Boone, we believe it comes to this work fully equipped by ability and a large experience to carry to a successful issue his plans.

"Resolved, That we, for ourselves, and the section we represent, pledge Colonel Boone our enthusiastic support, and that we recommend the raising and expenditure of such preliminary funds as may be necessary to put this road in a shape to be considered by the capitalists who will be asked to take its bonds."

RESOLUTIONS.

Adopted at the Mass Meeting of April 24th, 1896, held in Knoxville, Tenn., asking the County Court of Knox county, Tenn., to take action toward aiding the Ohio, Knoxville and Tidewater Railway Company to the amount of one million of dollars (\$1,000,000).

The resolutions presented to the Convention by Judge J. M. King were as follows:

PREAMBLE.

Whereas, It is an imperative necessity for the city of Knoxville, if it should maintain its ascendancy as a jobbing and manufacturing city, to have centering in it, or passing through it, more than one line of railway, and while it is true that no immediate applications have been made so far as favorable freight rates on the Southern Railroad, its officials being friendly to Knoxville, yet manufacturers seeking locations cannot have confidence that at all times even the present rates of freight would be maintained, and would therefore be prevented from selecting our city as the field of their operations; and

Whereas, There appears no good reason for the purchase of the K. C. & G. & L. Railroad other than to remove its competition with the Southern road for Knoxville business, of which it was doing a large share, and at rates and in a manner highly favorable and satisfactory to our jobbers and manufacturers; and

Whereas, Considerable progress has been made in promoting the Black Diamond Railway under the direction of Colonel Albert E. Boone, from the Ohio river to the sea, and

Whereas, This line of railway would be of inestimable value to Knox county and Knoxville, making our city the center of one of the most valuable railway lines projected in recent years; and

Whereas, The line of railway would, by its main line and its connections, put Knoxville in a position to invite capital and to do business with the greatest possible advantage in rates on passengers and commodities, in and going out of the city, as well as aid in developing the rich resources of this whole section; and

Whereas, The city of Chicago has manifested a strong desire to come into close relations with the Southland, and some of its most enterprising citizens are endeavoring to solve the problem of direct connection with this and other sections of the South; and

Whereas, Within the last few months the press of Chicago has discussed the Black Diamond line, and it appears that this prospective road would answer the ends the merchants of that city have in view; and

Whereas, We are in hearty sympathy with the efforts and purposes of the people of Chicago, as made known to us; therefore, and in view of the premises,

RESOLUTIONS.

"Resolved, That this meeting heartily indorses the plan of Colonel Boone, as outlined by him from time to time, and believe that it is for the best interest of Knoxville and Knox county to join with him in forwarding his plans to the end that we may have another Great South Line, not only as a competing line, but one securing to us the control of a new territory and the speedy development of our timber, coal, iron, slate and marble interests."

"Resolved 2. That we believe that it will be to the best interest of Knox county to aid the Ohio River, Knoxville and Tidewater Railway Company to the amount of one million dollars (\$1,000,000) by the issuance of Knox county twenty-year bonds drawing interest at 4 per cent. per annum, interest payable semi-annually, in exchange upon the happening of the following, for a like sum of the preferred stock of the Ohio River, Knoxville and Tidewater Railway Company: one half of said sum, or five hundred thousand dollars (\$500,000) to be due and deliverable to a Board of Trustees for the sole use and benefit of said railway company, to provide a fund from which can be drawn moneys needed to defray and pay any deficiency in the interest charges of securities of said road, and the bonds of those roads it will be necessary to be compelled to indorse, whereby to enable said road to absolutely control the entire line; provided, however, that said road, either by itself and other lines of railroad, whose securities it will guarantee, or in aid, shall first have in operation, under its absolute control, a line of standard gauge railroad of a maximum grade of sixty-six (66) feet to the mile, and curvature not in excess of eight (8) degrees, except as to curves through cities, towns and villages, from the North Carolina line, or at near where the Little Tennessee river passes from the state of Tennessee into the state of North Carolina, or to the line of the Big Creek Gap, Tenn., to a point on the Ohio River at or near Carrollton, Ky., a distance of about three hundred and forty-five (345) miles, and also to include one (1) mile of a line of standard gauge railway to encircle the city of Knoxville and the incorporated towns of West Knoxville and North Knoxville with a belt line of not less than thirty (30)

Continued on Second Page.